

TONOPAH DAILY BONANZA

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COLLAPSE OF CORN

It does not require a seer or a Sherlock Holmes to draw a deduction from the action of the markets in St. Louis and Chicago, the two great distributing centers of the lake region and the Mississippi valley. Corn, wheat and pork came tumbling down the scale in the speculative markets yesterday for the reason that somebody got it into the heads of the incompetents at Washington that cars should be sent back to the loading stations instead of being kept sidetracked at sidewater. The return of the cars implies that they soon will be rolling on to the loading export ports laden with the commodities that have been tying up banking funds in the west for the past six months. It is charged by representatives of the middlewestern states who appeared before the Interstate Commerce Commission that car shortage is largely responsible for the high cost of living. They told that in Minneapolis elevators there are 17,000,000 bushels of wheat sold many months ago and 35,000,000 in the country elevators throughout Minnesota, with almost as much more in the hands of the farmers that cannot be moved for lack of transportation. In Kansas it is said that \$140,000,000 worth of grain is held up. The other biggest of the federal administration during its two years of railroad control, to continue car construction is one reason for the shortage and general indifference to keep up car movements are directly responsible for the present lack of cars and the added cost of tying up attributable thereto. In spite of the fact that the railroad was tremendously increased in that period, car construction fell off to about half that of normal times. The order of the Interstate Commerce Commission taking hold of the situation and directing the return of all freight cars held at Atlantic seaports was the immediate cause of the break in the markets of the world for it meant that the artificial shortage of foodstuffs would soon be displaced by a plethora from the congested farm districts of the west where crops have been held in bond while speculators were playing with the impoverished consumers.

CHICKENS COME HOME TO ROOST.

When the government took over the railroads the latter were well supplied with funds and when the government returned the railroads their treasuries were as empty as Mother Hubbard's cupboard. Now the railroads are forced into the attitude of appearing as public beggars asking for a handout that will carry them through the harvest season. It is well to remember in conjunction with these facts that the grand climax is reached on the eve of a campaign in which depends to a great degree a vindication or conviction of the administration. The stage has been set for the grand drama but the properties are not of the making of the Republican party. The arrangement comes from the public at large and from shippers in particular who have not been able to gain any concessions from the transportation lines for the simple reason that these lines were milked dry by the political bloodsuckers who were forced on them by the government under the pretext of it being a war time measure. The railroads have forced a showdown from the government by insisting on securing a loan to tide them over the emergency that is crippling the country and throttling traffic.

When the railroad administration took over the railroads many of them had millions in their treasuries which were looted and left without a cent when turned back to their rightful owners. The railroads are now without funds, adequate equipment or normal credit. Stockholders assert they are losing millions of dollars because of the delay in shipping stock because of the inability to get the cars when the cattle, hogs and sheep are ready. Every day's delay means extra feed, additional care, loss of weight and inability to take advantage of favorable markets. Fruitgrowers on the Pacific coast complain of lack of cars as also do lumbermen and other shippers. More cars and engines are necessary to bring the roads up to a condition that will meet the wants of commerce. In such a situation as that it is a grave charge that when the government took over the roads many of them had millions in their treasuries and when it turned them back they had not a dollar. Unless McAdoo can successfully deny the charge of depletion of the railroad treasuries, under policies which he adopted and which were continued by his successor, the country must assume that the charge is true and that the same business management was adopted in railroad administration that prevailed before, during and after the war in the management of the affairs of our government.

Ray Baker has not been heard suggesting himself for the Democratic presidential nomination. The silence causes us to believe that he is suffering from a burst gall bladder.

Mexico improves on the Wilson system by making all taxes payable in advance.

And just to thing that a lot of folks used to say "Oh sugar," when they wanted to express contempt.

Most tourists trips to Europe at present seem to be routed via Cuba.

We have reliable reports that the real cause of the Mexican revolution was that a lot of the natives got all stuck up from eating cactus.

At any rate it is a good ten to one shot that every barber in Mexico is lined up against Carranza.

Now would be a good time to start a movement for blue denim bathing suits.

President Wilson advises Oregon Democrats to stand for the league of nations without reservations, which is about the same as

moving to make it unanimous for the Republicans this fall.

Some people seem to think that the Declaration of Independence was only a scrap of paper.

FARMING LANDS IN ALASKA OPEN FOR SETTLERS

(Correspondence of Associated Press)
 ANCHORAGE, Alaska, May 1. According to the report of Alexander T. Koshlitz, acting secretary of the interior, over 1,000,000 acres of agricultural land has been surveyed in the territory of Alaska to the end that it may be available for entry and patent under the public domain laws. A considerable portion of this land is within country traversed by no railway to the government railroads now being constructed in Alaska.

Under the land laws, being law enacted in October, 1917, vast lands in the interior of Alaska, Mat. and Nome and other parts have been divided into tracts of 160, 320 and 640 acres. The new land laws are tributary to the government railroad.

As a result the have been established open state public lands, many of which are of great value for agriculture and stock raising purposes.

Fifteen contests on land claimed by the Central Pacific company under an act of congress giving that company of every odd section of land in a certain distance on each side of its right of way will be heard at Lovelock. The government is contesting the patents on the ground that the land is more valuable for mineral than for agricultural purposes.

The land involved in the contests is located in what are known as Seven Troughs, Mazuma and Mazuma Hill mining districts, each district containing mines that have and are still producing much gold, silver, copper and tin.

Walter M. Kennedy will represent the railroad company in the hearing and the testimony will be taken by Mrs. Anna Warren, United States commissioner.

Industrial Department of the Alaska Engineering Commission.

As soon as arrangements are completed for traffic on the government railroad large numbers of settlers are expected to rush into the agricultural districts.

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OFFICE HOLDERS IN A DILEMMA

BERLIN, May 5.—Twenty-five thousand German civilian functionaries who occupied positions in Poland and have been derived of their posts owing to transfers of territory, are in sore plight. The government, which suddenly recalled them gave no thought apparently, to housing such a multitude with their wives and families, assigning them to old concentration camps, and barracks. In these quarters, according to statements made by some of them now in Berlin, they have to endure all manner of hardships and discomforts, among the least of which is the deprivation of their accustomed household belongings.

The German Civil Servants' Union has taken the matter up on their behalf. It has memorialized the government, demanding a fulfillment of earlier promises that evicted officials should receive preferential treatment. It protests against what it terms the "base ingratitude now shown by the 'Fatherland' to faithful servants who have now been deprived of their means of livelihood.

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